

Keep San Diego Moving
TransNet

Interstate 15

Express Lanes Project Middle Segment (SR 56 to Centre City Parkway)

How to stay informed

For construction updates and questions, log-on to www.KeepSanDiegoMoving.com or call the Interstate 15 Project Information Hotline at 866-890-1397.

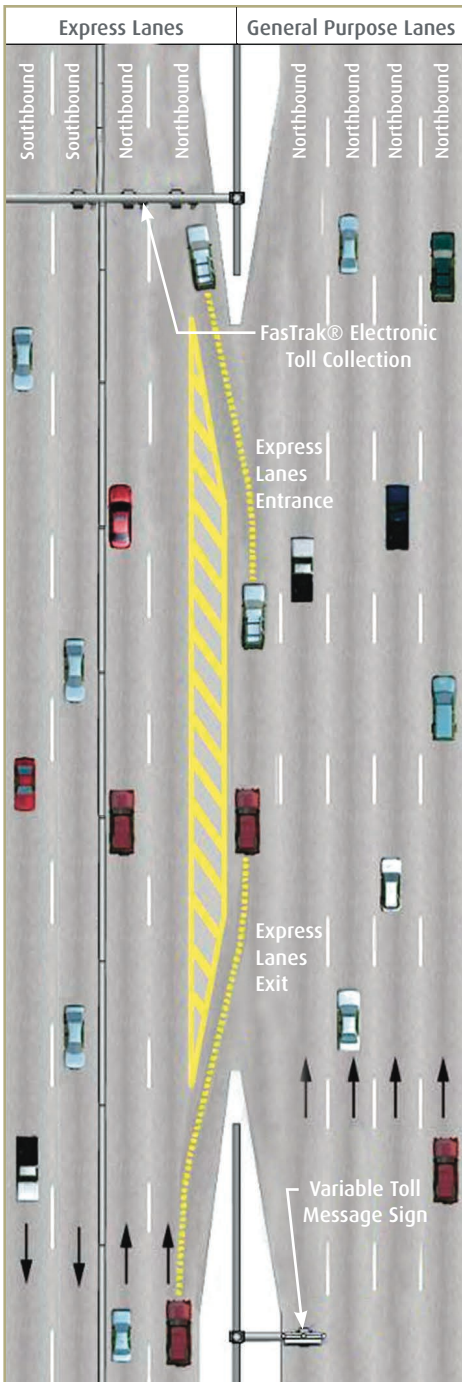


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Quick Guide: Terminology

The Express Lanes Project includes new features that enhance I-15's transportation system. This quick guide will introduce the terminology of those new features. Details about how those features will work in the Middle Segment is provided inside this brochure.

General Purpose Lanes are highway lanes that are open to all motor vehicles at all times for no fee.

I-15 Express Lanes are lanes that are located in the middle of the highway to serve buses, carpools, vanpools, motorcycles and certain permitted clean air vehicles for no cost and single-occupant vehicles for a fee paid through the FasTrak® program.

Certain permitted clean air vehicles allowed to use the I-15 Express Lanes for free include hybrid-electric vehicles with EPA average fuel economy rating of 45 MPG or greater, other specially-designated super ultra-low emissions vehicles and zero-emissions vehicles.

Intermediate Access Point (IAP) provides access to and from the general purpose lanes to the express lanes.

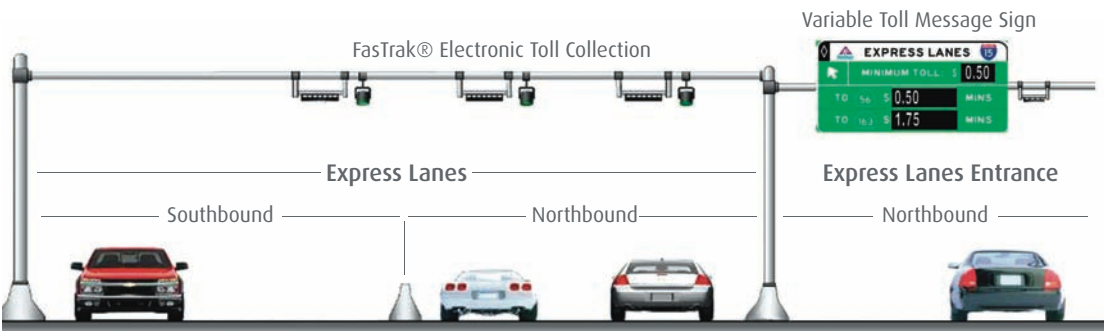
Moveable Median Barriers are made of concrete and separate the directional travel in the express lanes, so that up to three express lanes in one direction can be made available to respond to specific traffic demands.

Barrier Transfer Machine is a truck-like device that lifts the moveable concrete median barrier about 6 inches off of the express lanes, shifts it over and then places it back down. The Barrier Transfer Machine operates with the traffic flow.

Direct Access Ramp (DAR) provides priority access for travelers who use the express lanes and Bus Rapid Transit Centers.

Bus Rapid Transit (BRT) is a new high-frequency bus system that will run more often, and be more reliable and convenient similar to the services of a light rail system.

Flyover is a high-level overpass that crosses over a highway interchange or intersection.

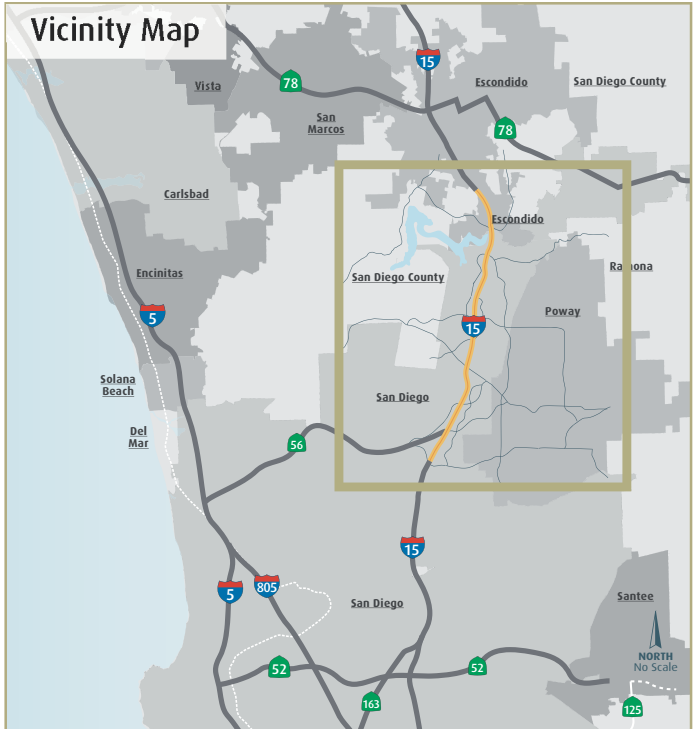


In March 2009, San Diego's Interstate 15 Express Lanes Project ("Express Lanes Project") will open the last portion of the Middle Segment to travelers. This brochure introduces the Express Lanes Project as a whole and then highlights the features of the Middle Segment available to travelers.

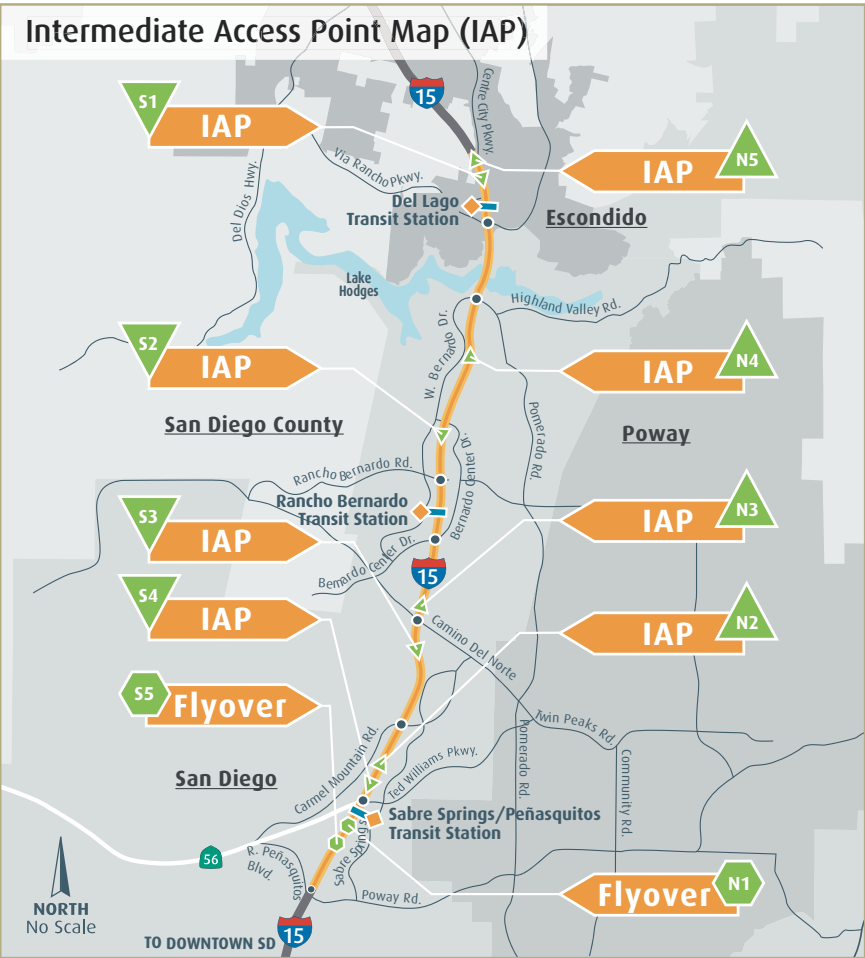
Project Description

Building on the success of the existing Interstate 15 (I-15) Express Lanes and FasTrak® program, this Express Lanes Project creates a four lane, 20-mile express lane facility in the median of I-15 between State Route 163 (SR 163) and State Route 78 (SR 78). These new express lanes will be available to transit, carpools, vanpools, motorcycles and certain permitted clean air vehicles for free and to single-occupant vehicle drivers for a fee. Once completed in 2012, a new Bus Rapid Transit (BRT) system, the first of its kind in San Diego, will start services. BRT will provide a new, convenient transit service for San Diegans.

The Express Lanes Project is being constructed in three segments. The Middle Segment, the focus of this brochure, opens this year and runs from State Route 56 (SR 56)/Ted Williams Parkway to Centre City Parkway. The Northern Segment, from Centre City Parkway to SR 78, is slated for completion for 2011. The Southern Segment, located one mile south of the SR 163/I-15 merge to just south of the SR 56/I-15 interchange, will complete the Express Lanes Project in 2012. The total investment for these transportation improvements is estimated to be \$1.3 billion.



By adding express lanes between SR 163 and SR 78, the I-15 Express Lanes Project creates the infrastructure for a new Bus Rapid Transit service and more convenient, reliable travel choices.



Middle Segment Intermediate Access Points provide access to and from the general purpose lanes to the express lanes.

Project Need and Benefits

Before this Express Lanes Project started, travelers on I-15 experienced lengthy delays due to increased travel demand. On average, these delays added 30 to 45 minutes to commute times. From 1987 to 2020, demand is anticipated to double.

Average Daily Trips		
1987	1999	2020
185,000	290,000	380,000

By 2020, projections showed commuting delays ranging from 80 to 90 minutes if improvements were not made. Once completed, the new express lanes will improve travel times and mobility, and connect to new Bus Rapid Transit Centers and Park & Ride lots. Together, these improvements will provide travelers with more reliable and convenient transportation choices.

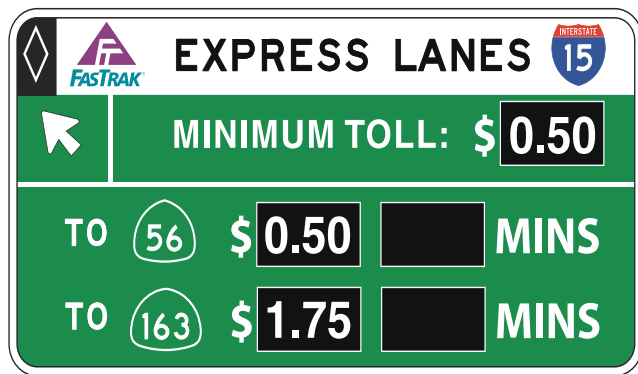
Middle Segment and Express Lanes Special Features

The Middle Segment of the Express Lanes Project is eight miles long, extending the current reversible two-lane express lanes from SR 56/Ted Williams Parkway to Centre City Parkway.

The final section of the Middle Segment opens in March 2009 with four Express Lanes, two northbound and two southbound, available 24 hours a day.



The Barrier Transfer Machine changes the moveable median barriers to accommodate the flow of traffic.



The variable electronic toll message sign displays the current toll for the various segments of the express lanes.

The I-15 Express Lanes Project has many special features that will work to improve the travel experience in this corridor including:

- Moveable Median Barrier
- Advanced Traffic Control Devices
- Dynamic Pricing
- FasTrak® Electronic Toll Collection
- Commuter Express Bus and Future Bus Rapid Transit System
- Vanpools, Carpools and Park & Ride Lots
- Intermediate Access Points
- Direct Access Ramps

Moveable Median Barrier

The Barrier Transfer Machine will maximize express lane capacity by configuring the moveable median barrier to provide up to three of the four new express lanes in the direction of peak directional traffic. The lanes could also be configured to handle incidents or special events. Until the entire Express Lanes Project is complete in 2012, the typical lane configuration in the Middle Segment will be two lanes in each direction.

Advanced Traffic Control Devices

Because lane configurations in the express lanes will change based on congestion needs, advanced traffic control devices will be used. Devices such as innovative pop-up channelizers, in-pavement lighting and variable toll message signs will efficiently manage commuter traffic and ensure safety when using the new lanes. Pop-up channelizers will guide traffic out of the new express lanes when traffic is moving in the opposite direction. Instead of painted stripes, in-pavement lighting will delineate travel lanes where the existing express lanes transition to the new express lanes north of SR 56. Variable toll message signs, located at the express lane entrances, will provide guidance to merge into the express lanes. These signs display toll rates and travel times to the nearest destinations.

Dynamic Pricing

Tolls for FasTrak® users will range from \$0.50 to \$8.00 depending on the distance traveled, the time of day and the level of congestion in the express lanes. Tolls go up as congestion in the express lanes increases and are lowered when traffic volume decreases.

Special Features of Express Lanes: Intermediate Access Points and Direct Access Ramps



Construction of the DAR at the Sabre Springs/Peñasquitos Transit Station: aerial view looking north.



Construction of the DAR at the Rancho Bernardo Transit Station: aerial view looking south.

Intermediate Access Points and Direct Access Ramps provide access to travelers who use the new express lanes.

Intermediate Access Points

A special feature of the express lanes is the Intermediate Access Point (IAP). IAPs allow vehicles to move between express lanes and adjacent general purpose lanes. A motorist approaching the ingress point would observe a variable toll message sign just prior to the opening in the barrier wall that separates general purpose lanes from express lanes. The sign will display the current FasTrak® toll rate and provide guidance to merge in with express lane traffic flow. When completed, the Express Lanes Project will have thirteen northbound and southbound IAPs. Eight IAPs are in the Middle Segment.

Intermediate Access Points for Express Lanes

Southbound	Northbound
<ul style="list-style-type: none">Entrance only before Via Rancho ParkwayEntrance/Exit before Rancho Bernardo RoadEntrance/Exit before Carmel Mountain RoadExit only before SR 56/Ted Williams Parkway	<ul style="list-style-type: none">Entrance/Exit after SR 56/Ted Williams ParkwayEntrance/Exit after Camino Del NorteEntrance/Exit after Rancho Bernardo RoadExit only after Via Rancho Parkway

Direct Access Ramps

Another special feature of the express lanes is the Direct Access Ramp (DAR). DARs allow drivers to safely access the express lanes by directly merging into the lanes from inside the median. DARs prevent drivers from needing to weave across the general purpose lanes to use the express lanes and reduces slowdowns caused by these maneuvers. They also reduce the amount of traffic on other ramps in the area. A unique feature of DARs is that they directly connect to Park & Ride lots and future BRT Stations. Once the entire Express Lanes Project is fully completed, five DARs will begin to serve the new BRT services, increasing trip time reliability for bus transit users. Construction of two of the three DARs in the Middle Segment are shown in the pictures to the left.

Express Lanes Customers: FasTrak®, Commuter Express Buses, Vanpools and Carpools



Solo drivers can access the Express Lanes for a fee using a FasTrak® Transponder that is placed on their windshield.

Commuter Express Bus Routes	
Route 810	Escondido ↔ San Diego Park & Ride Lots: <ul style="list-style-type: none">Felicita PlazaRanch Bernardo Transit StationSabre Springs/Peñasquitos Transit Station 810A afternoon routes only
Route 820	Poway ↔ San Diego Park & Ride Lots: <ul style="list-style-type: none">Poway Road/Sabre Springs ParkwaySabre Springs/Peñasquitos Transit Station
Route 850	Rancho Peñasquitos ↔ San Diego Park & Ride Lots: <ul style="list-style-type: none">Stoney Creek Rd./Carmel Mountain Rd.Freepoint Rd./Carmel Mountain Rd.Paseo Cardiel/Carmel Mountain Rd.
Route 860	Carmel Mountain Ranch ↔ San Diego Park & Ride Lots: <ul style="list-style-type: none">Rancho Carmel Dr./Carmel Mtn. Rd.Rancho Carmel Dr./Provencal Pl.Rancho Carmel Dr./SR 56Sabre Springs/Peñasquitos Transit Station
Route 880	Rancho Bernardo ↔ UTC Park & Ride Lots: <ul style="list-style-type: none">45 Ranch LibraryRancho Bernardo Transit Station

- Via Rancho Pkwy./Del Lago Blvd.
- Community Rd./Twin Peaks Rd.
- Rancho Bernardo Rd./I-15
- Budwin Ln./Twin Peaks Rd.
- Rancho Peñasquitos Blvd.

More information is available at www.511sd.com.

I-15 Middle Segment Users Guide

Legend

North and South Segments I-15

I-15 with Express Lanes

Highways

Arterial Roads

Commuter Express Bus Routes with Bus Stops on Roadway System

Access Point Description

IAP or Flyover

Commuter Express Bus Routes

- Existing On/Off Ramps

 Southbound
Intermediate Access Point (IAP)

 Northbound
Intermediate Access Point (IAP)



Flyover Ramp



Direct Access Ramp/
Transit Station



Park & Ride Lot

